

Comments Received



Bear Creek Parkway Extension

Comment Form

Welcome to the Bear Creek Parkway Draft Supplemental Environmental Impact Statement Open House. Please use this comment form to provide your feedback as needed. Return comment forms to staff or mail in comments via e-mail or post. **Comment period closes on May 7, 2004.**

1. What is your preferred alternative and why?
(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1. My concern is with alternative 3 & 4. I own the Redmond Shopping Sq. (B+B, Indiv. Appl. Mail Box etc). The concern is both my life time investment nurtured for over 40 years, good years & bad. Also my concern is with the tenants who are raising families and are very much part of the growing community. The above plan would completely destroy their means of livelihood. This is ~~the~~ ^{the known} way to establish and build a stronger foundation for Old Town Town.

2. Is there an alternative that is not acceptable and why?

Sol Israel
206.232-5294
8454 SE 63rd
M. I. WA 98040

Sol Israel
8454 SE 63rd St.
Mercer Island WA
98040

206.232.5294



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1. What is your preferred alternative and why?
(No-Build Alternative, Alternatives 1, 2, 3 and 4)

No build. Traffic cuts across Redmond just fine on Bear Creek Parkway now. No alternative would not impact horrons. They could leave due to const. disturbance, food disturbance w/alt 1. By the time construction is finished disrupting traffic any alternative will not be adequate and we will have to start over. Any alt will make things worse for bikes.

Safeco property should become a park/open space without removing trees.

2. Is there an alternative that is not acceptable and why?

Alternative 1: open space is eliminated. Heavy ^{bridge} construction will disrupt traffic for years.

Alt 2: Some of the only large trees left downtown will be cut down.

W. Lake Samm / Red Way / D H Red Rd. can't handle any more traffic.

Alt 3: Some of the only large trees left in downtown Redmond will be cut down.

Alt 4: all of the drawbacks of 2 and 3.

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**Comment
Deadline**
May 7, 2004

3. Any additional comments?

Bear Creek Parkway is a new road. The fact that this project is deemed necessary shows that city planners have not been doing their jobs.

Please provide proof from Metro/Sound/Community that they would like to run buses directly from 520 to IR without making stops in Redmond

4. Comments on the open house?

- ☐ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name _____
address _____
phone _____ email _____

For more information:

www.redmond.gov/connectingredmond/
Geoffrey Thomas Kurt Seemann
gthomas@redmond.gov kseemann@redmond.gov
(425) 556-2445 (425) 556-2881
Fax (425) 556-2400

place
stamp
here
to mail

City of Redmond
Attn: Geoffrey Thomas
MS CHPC
15670 NE 85th Street
PO Box 97010
Redmond, WA 98073-9710



connecting
REDMOND

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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

- 1 | Alt. 2 seems the best balance.
- 2 | I agree with the comment that to spend the whole budget on the west end is short-sighted.
- 3 | Alt. 3 (and by extension, #4) seems like a waste of money.
- 4 | At first glance Alt 1 makes most sense -- reuse 159th. Why does it cost so much? The bridge?

2. Is there an alternative that is not acceptable and why?

- 5 | no.



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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1 | NO BUILD
OR
ALTERNATIVE # 2

2. Is there an alternative that is not acceptable and why?

3. Any additional comments?

**Comment
Deadline**

May 7, 2004

4. Comments on the open house?

- ☐ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name TIMON SINCLAIRE

address _____

phone _____ email TFSINO@MSN.COM

For more information:

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Geoffrey Thomas

gthomas@redmond.gov

(425) 556-2445

Fax (425) 556-2400

Kurt Seemann

kseemann@redmond.gov

(425) 556-2881

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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1 | Alternative 3 - least cost.
Does not involve 159th PI NE

2. Is there an alternative that is not acceptable and why?

2 | Alternative 1 - not cost effective
Negative impacts to business owners
on 159th.

3. Any additional comments?

**Comment
Deadline**

May 7, 2004

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name

Laurie D'Alessandro

address

917-147th Ln NE Bellevue WA 98007

phone

/

email

For more information:

www.redmond.gov/connectingredmond/

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gthomas@redmond.gov

(425) 556-2445

Fax (425) 556-2400

Kurt Seemann

kseemann@redmond.gov

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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1 | Alternative 4 !!

2. Is there an alternative that is not acceptable and why?

2 | Alternative 1 !!

**Comment
Deadline**

May 7, 2004

3. Any additional comments?

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

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phone _____ email _____

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gthomas@redmond.gov

(425) 556-2445

Fax (425) 556-2400

Kurt Seemann

kseemann@redmond.gov

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1. What is your preferred alternative and why?
(No-Build Alternative, Alternatives 1, 2, 3 and 4)

either Alternative 2 or 4

1 | ① Alternative 2 is good because it does not cross the future BNSF trail.

2 | ② Alternative 4 may be better than Alt 2 because it allows more vehicle options which may lessen traffic. However, this option is only better if the future trail crossing is safe and trail users do not need to rush across.

2. Is there an alternative that is not acceptable and why?

3 | Alternative 1 because it crosses the open space and bisects it.

3. Any additional comments?

**Comment
Deadline**

May 7, 2004

4. Comments on the open house?

- ☐ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name Kris Colt
address 19915 NE Redmond Road
phone 206 553-4016 email Kris-colt@halcyon.com

For more information:

www.redmond.gov/connectingredmond/
Geoffrey Thomas Kurt Seemann
gthomas@redmond.gov kseemann@redmond.gov
(425) 556-2445 (425) 556-2881
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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

*This sheet is only to answer question 3
I commented on another sheet which was submitted separately for the first two questions*

2. Is there an alternative that is not acceptable and why?

**Comment
Deadline**

May 7, 2004

3. Any additional comments?

4

Why are no bike lanes proposed?
there is a 520 bike trail but few
alternatives to get to it. Please consider
bike lanes, especially for alt. 4 (assuming
the ENSF trail is built for alt 2)

4. Comments on the open house?

☒ very helpful

☐ somewhat helpful

☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name Kris Colt

address 19915 NE Redmond Road Redmond WA 98053

phone 206 553-4016 email coltchristina@EMA.gov

For more information:

www.redmond.gov/connectingredmond/

Geoffrey Thomas

gthomas@redmond.gov

(425) 556-2445

Fax (425) 556-2400

Kurt Seemann

kseemann@redmond.gov

(425) 556-2881

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→ maybe have a 20 year plan - for all!

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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

best as
alternatives
are still
disappointed
on other end

#2 but since need something now.
less tree loss -
not crossing BNSF railroad - chopping
main drag of Redmond in two
2 Keep traffic out of Redmond main areas

2. Is there an alternative that is not acceptable and why?

3

#1 - Killing open space just
created + no purpose

**Comment
Deadline**
May 7, 2004

3. Any additional comments?

will this fit into BNSF railroad
projects

or Make a circular roadway around
downtown, keeping that area a "slower" more
pedestrian zoning.

4. Comments on the open house?

- ☐ very helpful
☒ somewhat helpful
☐ not helpful

cleared up some
stuff

Provide contact information if you would like a response or to be added to the mailing list:

name Barbara Dickson
address 5023 W. LK. Samn Pkwy NE Redmond 98052
phone _____ email spinner@unforgettable.com

For more information:

www.redmond.gov/connectingredmond/
Geoffrey Thomas Kurt Seemann
gthomas@redmond.gov kseemann@redmond.gov
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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

Alternative 4; to me it helps
divert property both west and north
of downtown!!
Best traffic circulation!!

2. Is there an alternative that is not acceptable and why?

2 Alternative 1, goes thru property
I am associated with and will damage it
"Time Oil Property" @ 7725-159 Placene } greatly!!
would be severely impacted!!
(? de-valued!)

3. Any additional comments?

**Comment
Deadline**

May 7, 2004

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name Jane Stensland
address Windermere Real Estate
16261 Redmond Way, 98052
phone (206) 389-9041 email jane.stensland@windermere.com

For more information:

www.redmond.gov/connectingredmond/
Geoffrey Thomas Kurt Seemann
gthomas@redmond.gov kseemann@redmond.gov
(425) 556-2445 (425) 556-2881
Fax (425) 556-2400

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1. What is your preferred alternative and why?
(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1 MOST DIRECT, LEAST DISRUPTIVE OF
EXISTING BUSINESSES

2. Is there an alternative that is not acceptable and why?

2 4 - TOO MUCH DISRUPTION
TOO COSTLY & BENEFIT GAINED.

**Comment
Deadline**

May 7, 2004

3. Any additional comments?

3

SAVE NATURAL AREAS!

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

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name _____

address _____

phone _____ email _____

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www.redmond.gov/connectingredmond/

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gthomas@redmond.gov

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1. What is your preferred alternative and why?

(No-Build Alternative, Alternatives 1, 2, 3 and 4)

NO build; don't see pressing need and would rather not risk impacting herons, Slough House Park & Sammamish River

2. Is there an alternative that is not acceptable and why?

3. Any additional comments?

**Comment
Deadline**

May 7, 2004

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

Provide contact information if you would like a response or to be added to the mailing list:

name _____

address _____

phone _____ email _____

For more information:

| | |
|--|--|
| www.redmond.gov/connectingredmond/ | |
| Geoffrey Thomas | Kurt Seemann |
| gthomas@redmond.gov | kseemann@redmond.gov |
| (425) 556-2445 | (425) 556-2881 |
| Fax (425) 556-2400 | |

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MS CHPC
15670 NE 85th Street
PO Box 97010
Redmond, WA 98073-9710

Campbell, Kirsten

From: Geoffrey Thomas [GTHOMAS@REDMOND.GOV]
Sent: Friday, April 30, 2004 12:17 PM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway

Here you go...

-----Original Message-----

From: Glenn and Bertha Eades [mailto:geades@seanet.com]
Sent: Thursday, April 22, 2004 12:49 PM
To: gthomas@redmond.gov
Cc: Kurt Seemann
Subject: Bear Creek Parkway

Comments on the Bear creek Parkway extension-

1. What is your preferred alternative?

My preference is the no-build. According to information that was passed around the room on Monday night but was not included in the presentation the main transit station in town is not going to be the one on 83rd. Both Metro and Sound Transit have indicated that they want to expand the Bear Creek facility and use local transit to serve the downtown area. The Express buses will go straight out the freeway, around town, which eliminates the need for the more direct access to the freeway from the 83rd street facility.

I do not see how any of the options would help non-motorized users. Since there are no bicycle facilities included there would not be any additional capacity or ease of use.

Freight mobility would not be improved with any of the of the options. Freight should not be allowed in the downtown, except for local deliveries. That is what the freeway is for.

My preference would be to turn Redmond Way into a two way street with parking with a pedestrian bridge across in the long block between 166th and Anderson Park.

Bertha Eades

geades@seanet.com

1
2
3
4

May 4, 2004

To: Roberta Lewandowski, Planning Director
City of Redmond

From: Terry Lavender
17304 208th Ave. N.E.
Woodinville, WA 98077

Re: Bear Creek Parkway Extension
Supplemental Draft Environmental Impact Statement

1 After reviewing all four alternatives and the "no action" alternative for expansion of the Bear Creek Parkway and connection to other surface streets, I encourage the selection of Alternative 3. As a second choice, I favor the "no action" alternative. Alternative 3 meets the goal of improving traffic flow with the least disruption to the natural environment. With appropriate plantings and some careful thinking, it could even improve the natural conditions over what currently exists.

2 This is an area of high, regionally significant resource value. The WRIA 8 Draft Chinook Recovery Plan, while not yet complete, has named Tier 1 core Chinook recovery areas and they include the Sammamish River as a transportation corridor and Bear Creek as both spawning and rearing. Because of the high level of regional importance placed on this area, Redmond should choose options that will have the least impact and result in the greatest possible improvement to this important resource area. Based on the information in the Draft EIS, the least land is disturbed, the least filling and grading and the least disruption to the large grove of significant conifers is achieved in option 3.

3 I was recently on a King County Conservation Futures Citizens Advisory Committee fieldtrip looking at grant applicant properties for purchase through Conservation Futures. When we passed the grove of trees at the south end of Town Center, everyone was impressed that such a beautiful area was left and represented a gateway of sorts to Redmond. When I mentioned that they were indeed threatened by possible road alignments, everyone was incredulous. This beautiful focal point is not replaceable in most of our lifetimes and should be treasured and left untouched as it will continue to improve as the trees increase in size.

4 I would like to comment on the "Typical Section" as illustrated on Page I and encourage you to think outside the box. If the Parkway is designed (from left to right) with a 9 foot sidewalk, then two twelve foot lanes and two eleven foot lanes and then the trail serving as the sidewalk where it exists on the right hand side (rather than both a sidewalk and a trail) an additional 29 feet can be added to any buffer area which allows for a significant

4 stand of trees to develop between the creek, river and roadway. This would not need to be watered over time like the planting strips, would increase the area of large trees that people find so attractive, and actually provide some significant habitat for birds as well as serve water quality and quantity functions. It would really be beautiful and unique and represent "out of the box" thinking and imagination to provide additional habitat and natural resource benefit.

Thank you for the opportunity to comment.

Sincerely,

Terry Lavender

(14)

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Thursday, May 06, 2004 8:24 AM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway Extension

-----Original Message-----

From: Tim McGruder [mailto:tmcgruder@comcast.net]
Sent: Wednesday, May 05, 2004 10:28 PM
To: kseemann@redmond.gov
Subject: Bear Creek Parkway Extension

Kurt,

Below are my comments regarding the Bear Creek Parkway Extension Draft EIS. Let me know if you have any questions.

Thanks,
Tim

Tim McGruder, Conservation Chair
East Lake Washington Audubon Society
Voice-Fax 425-828-4036

1 | Of all of the alternatives considered in the Draft EIS, the "no action" alternative will clearly have the least environmental impact and has our endorsement. If, however, action is taken, the following should be carefully considered:

2 | Alternative #1 will avoid impacts to the heron rookery because this roadway alignment is furthest from the nesting birds. Emphasis has been placed on this fact, but what has been overlooked are the habitat values that would be compromised in the open space and ponds that would be affected by a new roadway. Herons, waterfowl, other birds and mammals regularly use this area. Additional work should be done to assess the values of the habitats involved. Without this information it will not be possible for specific agency representatives to assess the environmental impact of Alternative #1.

3 | Alternative #4 is attractive because it avoids the ponds and open space. This is significant because it will leave the largest contiguous area of habitat intact. The 25 acre section of ponds and open space are contiguous with the Sammamish River and the Bear Creek Corridor. Animals routinely travel between these areas to forage, seek shelter, nest and rear their young. Leaving this area intact avoids fragmentation, which is responsible for the decline of many wildlife species.

4 | However, what is unclear in Alternative #4 is the impact to the heron rookery. Although avoiding the open space and ponds the roadway will come close to nest trees. A map currently exists that shows the location of each nest tree and a map currently exists that shows the proposed roadway alignment. But there isn't a map that combines the two. Such a map would indicate how close the proposed roadway would come to nesting trees. Without this information it will not be possible for specific agency representatives to assess the environmental impact of Alternative #4.

5/6/2004

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REDMOND

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1. What is your preferred alternative and why?
(No-Build Alternative) Alternatives 1, 2, 3 and 4)

1
2 I believe the other alternatives impact our environment & businesses too much. People need to change their ways & get out of their cars or carpool. We need to change habits, not build more roads!

2. Is there an alternative that is not acceptable and why?

3 Alt. 1-4 - b/c of the environmental impact.

Comment
Deadline

4. Any additional comments?

4
Could we consider using the money to fix each end of BCPWY for better connections, take out the median strip, sidewalks only on the business side, using the trail on the other side. Use the median of trees taken from the center to put on the creek side for additional buffer. BCPWY is already a safety issue for pedestrians crossing. To make it wider yet would be very scary to cross.

4. Comments on the open house?

- ☐ somewhat helpful
☐ not helpful

5 | Will my comments be shared with City Council or should I contact them separately?

Provide contact information if you would like a response or to be added to the mailing list:

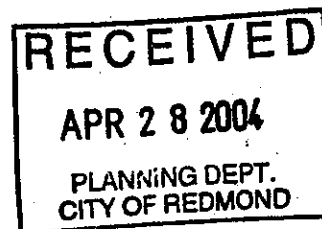
name LINDA HUSSEY
address 12323 180th AVE NE
phone 425-882-1846 email ly.hussey@verizon.net

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3883313318



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2. Is there an alternative that is not acceptable and why?

Comment
Deadline

3. Any additional comments?

Why wasn't there a BA done???

4. Comments on the open house?

☐ very helpful

☒ somewhat helpful

☐ not helpful

2 Presentation was too long.

I left in the middle of it.

The open house format allows
for more contact with information and staff.

Q and A dragged on and on. Very negative in tone.

Provide contact information if you would like a response or to be added to the mailing list:

name _____

address _____

phone _____ email _____

For more information:

www.redmond.gov/connectingredmond/

Geoffrey Thomas

gthomas@redmond.gov

(425) 556-2445

Fax (425) 556-2400

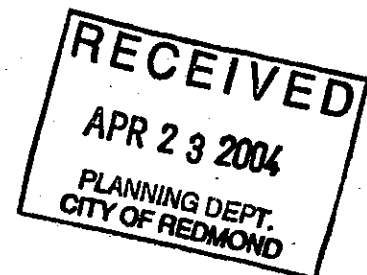
Kurt Seemann

kseemann@redmond.gov

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(No-Build Alternative, Alternatives 1, 2, 3 and 4)

1 | I feel plans to change the roadway
2 | create too many unintended consequences,
3 | i.e. the last end would be an even
4 | bigger jam, how would anyone get
5 | across it to get to the trail? I wouldn't
6 | want to cross. I don't cross from
7 | one side of Bear Creek to Larry's. It's too
8 | scary - I drive & so do a lot of people.
9 | There would be a great need for lights
10 | on every side or feeder street. Just what
11 | we need - more lights on Redmond Way &
12 | Bear Creek Parkway. If I had a business

2. Is there an alternative that is not acceptable and why?

4 | in RTC - I would not
5 | want speeding traffic
6 | going through & not
7 | stopping.

5 | I don't like any of
6 | the alternatives - see
7 | my comments above.

3. Any additional comments?

6

The expense doesn't justify how little this would do. What is wrong with using Red Way & Cleveland for what they were intended - through traffic. Let's work on this first - use those millions there

4. Comments on the open house?

- ☒ very helpful
☐ somewhat helpful
☐ not helpful

7

I learned just how little is known about how this would make the traffic flow through town. We want to have some of that traffic stop at businesses & the Bear Creek Plan doesn't address that

Provide contact information if you would like a response or to be added to the mailing list:

name BERYL STANDLEY
address 8219- 172ND AVE NE REDMOND 98052
phone 425- 885-1751 email berylstandley@yahoo.com

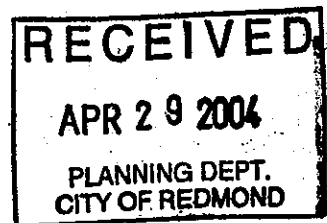
For more information:

www.redmond.gov/connectingredmond/
Geoffrey Thomas
gthomas@redmond.gov
(425) 556-2445
Fax (425) 556-2400

Kurt Seemann
kseemann@redmond.gov
(425) 556-2881



City of Redmond
Attn: Geoffrey Thomas
MS CHPC
15670 NE 85th Street
PO Box 97010
Redmond, WA 98073-9710



18

Campbell, Kirsten

From: Kurt Seemann
Sent: Friday, May 07, 2004 8:37 AM
To: Campbell, Kirsten
Subject: FW: Bear Creek Pky Extension

-----Original Message-----

From: David Rhodes
Sent: Thursday, May 06, 2004 4:44 PM
To: Kurt Seemann; Don Cairns
Subject: FW: Bear Creek Pky Extension

FYI

-----Original Message-----

From: Kim Van Ekstrom
Sent: Thursday, May 06, 2004 4:09 PM
To: Roberta Lewandowski; David Rhodes
Subject: FW: Bear Creek Pky Extension

I'm forwarding this message on to both of you because Ray deserves to be heard. He's been very active in all of our TMP events and he also contributes thoughtful input directly to staff that doesn't necessarily get a chance to be recognized. If you can squeeze in a moment, please drop him a line to let him know that you looked at this.

Thanks,
Kim

-----Original Message-----

From: Rayanspa@aol.com [mailto:Rayanspa@aol.com]
Sent: Monday, April 26, 2004 9:41 AM
To: kvanekstrom@redmond.gov
Subject: Bear Creek Pky Extension

Hi Kim,

I attended the Bear Creek Pky Extension meeting last Mon. I didn't particularly care for any of the alternatives presented and came up with one of my own. I e-mailed it to Kurt Seemann last Fri. I had not expected any response yet, of course, but with the luck I have had with some City contacts, I thought I'd send you a copy too. That way, I feel confident it won't get lost in the system. Also, I'd be interested in hearing what you have to think of the idea.

Thanks,

Ray

Bear Creek Parkway Extension
Yet Another Alternative
By
Ray Anspach

I attended the Bear Creek Parkway Extension Open House on Monday night, April 19, 2004, and have some comments regarding the five alternatives presented. This is the first meeting I have attended on this particular project, having missed the previous ones either due to other commitments or I just plain forgot. Perhaps if I had attended them, I would have information that would negate my reason for this dissertation. We'll find out.

1 | First off, let me say that I felt the visual aids summarizing the results of the previous meetings were very well done. There were several ways to provide feedback both audibly and in writing. Although I didn't take advantage of it, I thought the use of a court reporter was a clever idea; I had not seen this done before.

2 | After viewing the visual aids, hearing the presentations, and thinking more about it since that night, I have come to a conclusion. I don't particularly care for any of the alternatives. Here's why.

3 | As I see it, the whole purpose behind this project is to route through-traffic around the center of downtown. Yet, all four of the do-something alternatives slice through some portion of the very downtown that we want to bypass. This addition of streets—particularly the wider ones—not only makes the city core less pedestrian-friendly, and at least in some cases less biker-friendly, it also either impacts current businesses or uses space where future businesses might be developed. The impact on 159th Place businesses is no small item and the consequences of that impact did not seem thoroughly understood.

4 | Another thing that bothers me is the impact the proposed alternatives have on the environment. These are primarily the incursion on the open space between the Town Center and the river, the cutting down of several mature trees, and slicing through the Saturday Market area. They all seem so invasive.

5 | This is where I wish I had attended the earlier meetings. The alternative I am proposing seems to me the ideal for this situation, not to mention its probable significantly lower cost. Its simplicity makes me wonder if there is some basic thing I am overlooking that put the kibosh on it at an earlier stage. Is there a sacred burial ground in the way? An endangered plant? A rare insect? An ancient treaty? Anyway, here's my idea.

We are primarily interested in increased traffic capacity, east and west, around the Town Center. Why not add a connection between Bear Creek Parkway (BCP) and W Lake Sammamish Parkway (WLSP) as shown on the enclosed figure plagiarized from the Supplemental Draft Environment Impact Statement? (Please excuse my crude schematic depiction of the new connecting road, which would be much more graceful.) Here are a baker's dozen reasons why I think this idea makes sense.

The Good

- 6 | 1. It is the least intrusive on the downtown area that we want to bypass. With the exception of punching 164th Ave through to the Town Center, I'd say we have enough streets to readily navigate the City core.
- 7 | 2. The other east/west alternatives dump all the traffic onto Redmond Way, routing it over 154th Ave. The proposed concept allows traffic to easily split between Redmond Way and 154th Ave.
- 8 | 3. It minimizes damage to the surrounding open areas upon which we are forced to intrude. No big trees are in the way of the proposed connecting road. There are fewer pond relocations. The Saturday Market is saved. The heron rookery is unaffected.
- 9 | 4. It avoids the complexity and cost of impacting businesses and purchasing rights-of-way posed by the other alternatives.
- 10 | 5. Although I have no data to back this up, my own occasional experience on WLSP during evening rush hour indicates a heavy traffic flow off of WLSP onto Leary Way and then onto BCP. (Naturally, I try to avoid being on the road at that time.) The transit-time studies already done should easily prove or disprove this. This alternative would provide a parallel path about .6 mile shorter than the current Leary Way route, thus reducing transit times.
- 11 | 6. Having this parallel path would also reduce the traffic on Leary Way negating the need to widen that bridge. Due to lesser traffic flow, it would also probably do away with the need to widen BCP north of the intersection with the proposed connector.
- 12 | 7. Aesthetically, the other alternatives provide only rivers of asphalt. This one adds a bridge, which like the 90th St bridge could and should be a graceful structure.
- 13 | 8. The new bridge and connecting parkway would provide an attractive western gateway to the Town Center. This could be enhanced by intersecting BCP at a point between the two buildings, as indicated in the figure, providing a unique opportunity for an attractive landscaped entrance to our downtown.
- 14 | 9. I recall in earlier presentations, the desirability of having a shorter connection between downtown and Marymoor Park. The proposed bridge provides such a connection and at least gets you closer to the ideal, i.e., a pedestrian/biker bridge over 520.
- 15 | 10. The location of the proposed bridge near the confluence of Bear Creek and the Sammamish River would provide an interesting location for a small park, thus adding a people-place considered so desirable in other Redmond 2022 presentations.
- 16 | 11. The currently developing Riverwalk is a great idea. It is bounded on the north by the 90th St bridge. What better way to bound it on the south than with a similar bridge? As a matter of fact, if the new design was based on the 90th St bridge, it would seem that a significant cost savings could be realized. Extending the walk beyond the current southern boundary, Leary Way, would enable greater integration of it with the Town Center.
- 17 | 12. It appears to me that this alternative would give more "bang for the buck" than the other alternatives.
- 18 | 13. Sorry, I had to add this one so I could use the "baker's dozen" term.

After all that good stuff, I knew there also had to be a downside. Defining it, however, turned out to be a much more of a challenge. Here's what I came up with.

The Bad and The Ugly

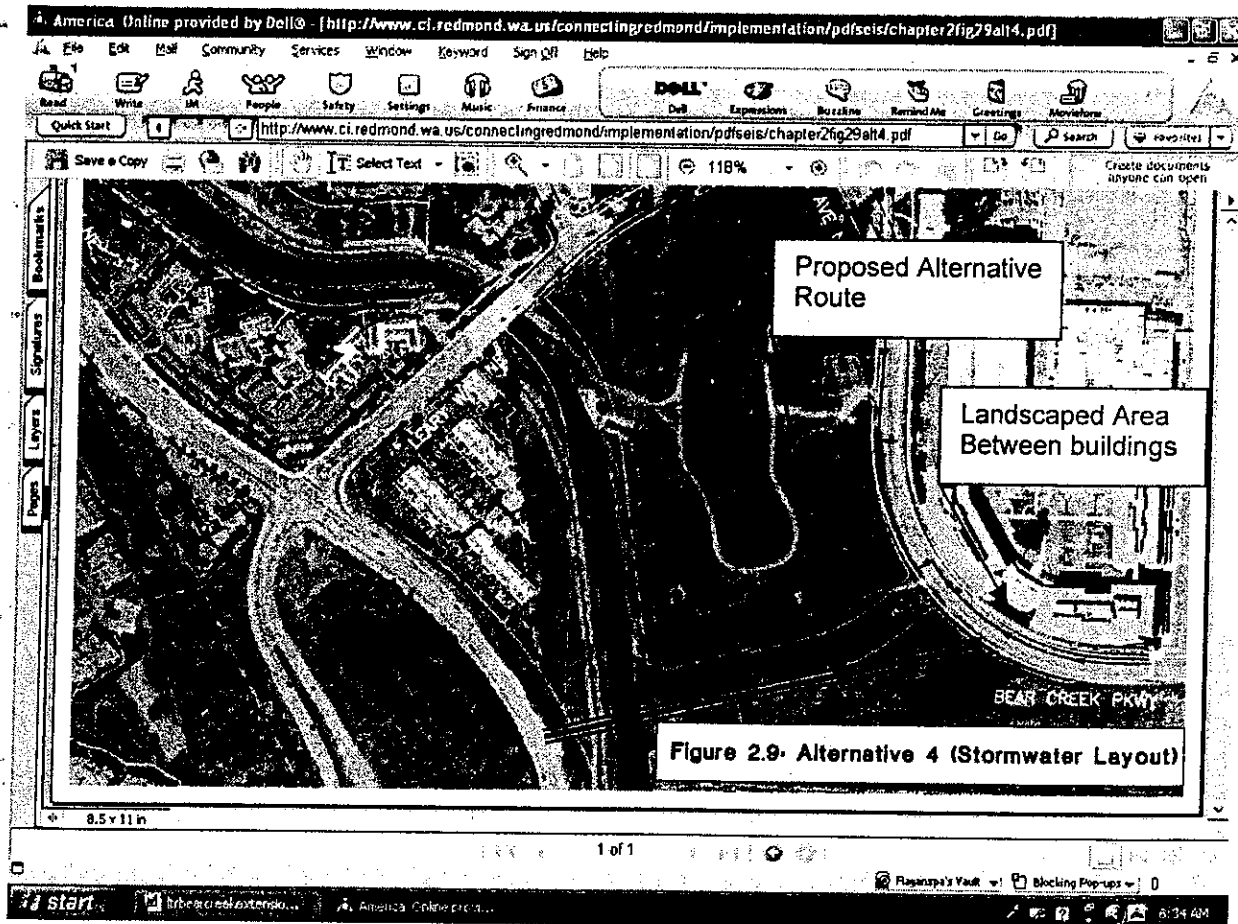
1. It's more expensive than the No Action Alternative.
2. The transition between WLSP and Redmond Way should have two lanes each way. This would involve some widening, which would be a little more difficult, considering the terrain, than it would be if on the flat.

There you have it. Is this not doable and worthwhile, or am I nuts?

Ray Anspach

425-882-2086

Rayanspa@aol.com



The Figure

THE END

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Friday, May 07, 2004 10:53 AM
To: Campbell, Kirsten
Subject: FW: COR, Bear Creek Parkway Extension

-----Original Message-----

From: Carol Sarna [mailto:csarna@nwlink.com]
Sent: Thursday, May 06, 2004 2:03 PM
To: gthomas@redmond.gov; kseemann@redmond.gov
Cc: 'Michael M. Nelson'; michael.derr@qfc.com
Subject: COR, Bear Creek Parkway Extension comments

Attached is the letter we have prepared in answer to the City's request for comments.

Carol

Carol Sarna
 Nelson Properties
 PO Box 461
 Redmond, WA 98073
 (425) 881-7831 Phone
 (425) 881-5063 Fax
 (425) 766-0945 Cell
csarna@nwlink.com

Nelson Properties

P.O. Box 461
16508 NE 79th St.
Redmond, WA 98073-0461
(425) 881-7831, FAX (425) 881-5063

May 7, 2004

Sent via email to gthomas@redmond.gov and kseemann@redmond.gov

City of Redmond
Attn: Geoffrey Thomas
MS CHPC
P.O. Box 97010
Redmond, WA 98073-9710

Re: Bear Creek Parkway Extension, Comments to Draft Environmental Impact Statement

Dear Sirs:

I write this letter on behalf of the Nelson family held entities in the downtown Redmond area including the Redmond Center Shopping Center, the Redmond Mall Shopping Center, the City Annex Building and other smaller properties including our office.

Following the Comment Form questions you requested at the April Open House, our responses are:

1. "What is your preferred alternative and why?"

1 Our preference of the five (5) alternatives is Number 4, the combination of Alternatives 2 and 3. Our suggestion is to build the roadways in 2 Phases beginning with Alternative 2 and secondarily building Alternative 3.

2 Downtown Redmond particularly in the older portion, is heavily impacted with cross town traffic and the one way couplets create even more congestion. The business core is expected to be the main source of tax revenue for the City's budget yet the commercial establishments are hurt by the stress caused by traffic just "getting through town". We believe it is in the best interest of the City to provide a bypass for cut through traffic AND remove the one way couplets from Cleveland and Redmond Way.

3 Redmond Center has been told that a C curb will be installed on Redmond Way so that peak hour travel to and from the Center may not turn left to or from Redmond Way because of the number of cars impacting that roadway (we are currently operating as LOS "C"). Pedestrian traffic or bicycles avoid the Redmond Way area also due to the number of vehicles. Providing the bypass for cross town traffic at 159th allows businesses to meet the needs of the shoppers while providing an enjoyable experience without the rush to "get out of downtown".

4 We believe the bypass proposed from 159th whether in Alternate 1 or 2 is one of the most important transportation projects in Redmond, not only for the Nelson Properties but for the City and its goals. Alternate 3 connecting to the Park and Ride lot benefits the City further by allowing workers and shoppers the opportunity to utilize the Park and Ride and actually enjoy the short walk through town for their needs. Even though Alternate 4 is the more expensive project, the dual purpose makes use of the existing infrastructure and is the best use of the funding, even if phasing is required to actually fund the entire project. **Removing the one way couplets for Cleveland and Redmond Way allows consumers easy access to businesses located on those two streets and brings the consumer vehicle/pedestrian traffic more user friendly options.**

2. "Is there an alternative that is not acceptable and why?"

May 7, 2004

19

5

The No-Build Alternative is the only unacceptable option, any alternative is better than no decision. The City's downtown businesses are currently impacted by too much cross through traffic and if nothing is done, it will only get worse. If businesses have no upside potential, they are unwilling to fund remodel work to keep their buildings vibrant and attractive. Many of the "old town" buildings are in disrepair but the owners have no incentive to correct the situation and therefore the City does not receive the tax revenue it could have from existing businesses or upgraded facilities. Additionally, offsite improvements that might be shared by owners' projects continue to require funding from the City's budget.

3. "Any additional comments?"

6

Of the transportation projects we are aware of going before Council in roughly the same time frame, we believe the two (2) that benefit the entire City are 1) the Bear Creek Parkway Extension and 2) SR202 eastbound from the connection at 522. Other projects on the agenda such as the widening of NE 116th Street benefit a small segment of the Redmond population and do not promote the possibility of increased tax revenues for the City's budgets while satisfying the public need. Residential developers are currently funding most of the widening along 116th in order to get their plats approved and are providing for their traffic impacts. The City's funds should be used to provide transportation improvements where little, if any, hope is available for funding to come from other sources yet the benefits can clearly add to the Quality of Life in the City of Redmond.

7

Without suggesting further "study" of the Bear Creek Parkway Extension project, we also recommend that if possible bike paths be extended from Highway 520 to the connection to Bear Creek or at least the Burlington Northern easement.

8

Lastly, we believe that delaying a decision only paralyzes the City's transportation needs further. The design and construction of such a project takes enough time before a difference will be available to the City businesses and residents. Our request is that the Bear Creek Parkway Extension project be moved up on the City's priority list for funding. **Please choose an Alternative and proceed.**

Sincerely,

Carol Sarna

Carol Sarna
Nelson Properties

cc. Mike Nelson, Property Manager
Mike Derr, QFC

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Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Friday, May 07, 2004 2:00 PM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway Extension-Draft EIS Comments

-----Original Message-----

From: Jean Rice
Sent: Friday, May 07, 2004 12:09 PM
To: Kurt Seemann
Cc: Geoffrey Thomas; Danny Hopkins; Timothy Cox; Suzanne Querry (squerry@comcast.net); David Degenstein (ddegenstein@paccar.com); David Ladd (daveladd@microsoft.com); Katherine Zak (Kzak13@hotmail.com); Lori Snodgrass (Lori Snodgrass); Seth Kelsey (lkelsey@earthlink.net); Sue Stewart (stewars51@comcast.net); Ann Callister
Subject: Bear Creek Parkway Extension-Draft EIS Comments

Kurt,
Attached are comments from the Board of Park Commissioners regarding the EIS on the Bear Creek Parkway Extension. A hard copy of this memo will be coming through city mail today, May 7, 2004.

Jean Rice

Parks Management Analyst
425-556-2378
jrice@redmond.gov

<<Bear Creek Parkway Extension EIS Comments.doc>>

5/7/2004

May 7, 2004

To: Kurt Seemann, Transportation Project Manager
 From: Redmond Board of Park Commissioners
 Re: Bear Creek Parkway Extension – Draft EIS Comments

The Redmond Park Board would once again like to go on record expressing great concern about the proposed Bear Creek Parkway Extension.

1 | As we have previously mentioned as part of the public record on this project, we are opposed to any alternative that would impact the Redmond Town Center Open Space. This magnificent open space has significant value to the residents of Redmond both as a habitat for many species of plants and animals and also as a vital part of our recreational resources.

2 | In addition to our desire that the open space be protected, we have additional concerns that we believe make the No Action alternative the only viable choice:

3 | • It is our understanding that there has been no Environmental Impact Study done on the open space, only on the former Safeco property which is home to a thriving heron rookery. We understand that if an alternative is chosen that will impact the open space, then such an EIS will be done. We do not see how Council can make an informed decision without having all of the relevant environmental data available.

4 | • The heron rookery is a vital and sensitive environmental resource to Redmond. Any work to increase traffic volumes through or near the rookery will be harmful.

5 | • There are no provisions in any of the alternatives for dealing with the intersection of Bear Creek Parkway and 166th. Any expansion of capacity on Bear Creek Parkway will be negated by the pinch point created at its end.

6 | • The need for any extension/expansion of this roadway is far from clear:

- This project assumes the Highway 522 flyover to Highway 202 is in place. There is still too much uncertainty about that project to make this a valid assumption.
- As the economy has slumped, traffic volume projections are no longer valid. There is no current traffic data that show a need for expansion.
- With the possible vacation of Redmond Town Center by AT&T Wireless, traffic will certainly decrease dramatically in this area.

6
cont

- o The Downtown Master Transportation Plan is not yet complete. Any stand alone project of this nature and magnitude, with no overall plan for addressing traffic in downtown, is premature. We need to look at our traffic problems holistically, as the Master Plan does, and not piecemeal solutions that don't mesh well together. We appreciate the need to take action to address traffic concerns, but don't believe that paving over more open space is the answer.

7 | The Park Board respectfully recommends that the city wait until the Highway 520 project is complete, and analyze the traffic improvements/impacts of that work before undertaking this highly expensive project of unclear value.

Thank you for your consideration of our concerns.

The Redmond Park Board
Lori Snodgrass, Chair
Suzanne Querry, Vice-Chair
Ann Callister
Seth Kelsey
Dave Degenstein
David Ladd
Sue Stewart
Kathrine Zak, Youth Advocate

Cc: Danny Hopkins, Parks and Recreation Director
Geoffrey Thomas, Planning

21

Campbell, Kirsten

From: Kurt Seemann
Sent: Friday, May 07, 2004 3:29 PM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway Extension

-----Original Message-----

From: Suzanne Querry [mailto:squerry@comcast.net]
Sent: Friday, May 07, 2004 3:22 PM
To: kseemann@redmond.gov
Subject: Bear Creek Parkway Extension

Kurt, I am writing to express my opposition to the proposed Bear Creek Parkway Extension.

1 I have two primary concerns. First, as an avid outdoor enthusiast and frequent user of the trail
2 through the Redmond Town Center Open Space, I do not want to see the Open Space and
3 former Safeco property chopped up to make way for more asphalt. The heron rookery is a
priceless natural resource in downtown Redmond that we can't afford to disrupt. The
Sammamish River is home to many fish and other wildlife species that could all be adversely
impacted by expansion of this roadway. And the Open Space is a treasure that was
negotiated in exchange for building Redmond Town Center. We can't turn around and give up
what many citizens have told us, through formal surveys and other means, is a top priority for
them, wide open spaces preserved from development

4 It is my understanding that there has been no Environmental Impact Study done on the Open
Space, only on the former Safeco property which is home to a thriving Heron rookery. I
understand that if an alternative is chosen that will impact the Open Space, then such an EIS
will be done. I do not see how Council can make an informed decision without having all of the
relevant environmental data available.

5 Secondly, I see no clear evidence that this extension is even needed anymore. This project
assumes the Highway 522 flyover to Highway 202 is in place. There is still too much
uncertainty about that project to make this a valid assumption. As the economy has declined,
traffic volume projections are no longer valid. There is no current traffic data that show a need
for expansion. With the possible vacation of Redmond Town Center by AT&T Wireless, traffic
will certainly decrease dramatically in this area. The Downtown Master Transportation Plan is
not yet complete. Any stand alone project of this nature and magnitude, with no overall plan
for addressing traffic in downtown is premature. We need to look at our traffic problems
holistically, as the Master Plan proposes to do, and not piecemeal solutions that don't mesh
well together. I appreciate the need to take action to address traffic concerns, but don't believe
that this project is the answer.

6 I strongly urge the Council to delay any decisions on this project until Highway 520 is
complete. At that point, the City can re-assess the need for traffic mitigation along Bear Creek
Parkway

Thank you for your consideration.

Suzanne Querry

5/7/2004

21

18346 NE 99th Way
Redmond, WA 98052
425-869-7473
squerry@comcast.net

5/7/2004

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Friday, May 07, 2004 3:36 PM
To: Campbell, Kirsten
Subject: FW: BEAR CREEK DEIS RESPONSE



BEAR CREEK DEIS
 RESPONSE.doc

-----Original Message-----

From: Rick_Beason@macerich.com [mailto:Rick_Beason@macerich.com]
Sent: Friday, May 07, 2004 3:32 PM
To: mayorcouncil@redmond.gov; dharold@redmond.gov
Cc: jblack@redmond.gov; rlewandowski@redmond.gov; drhodes@redmond.gov;
 jroberts@redmond.gov; kseemann@redmond.gov
Subject: BEAR CREEK DEIS RESPONSE

----- Forwarded by Rick Beason/Macerich on 05/07/2004 03:28 PM -----

| |
|----------------|
| Nancy Mollohan |
|----------------|

| |
|------------------------|
| 05/07/2004 03:23 PM |
|------------------------|

To: Rick Beason/Macerich@macerich

cc:

Subject: BEAR CREEK DEIS RESPONSE

(See attached file: BEAR CREEK DEIS RESPONSE.doc)

May 7, 2004

Honorable Rosemarie Ives, Mayor of the City of Redmond
Redmond City Council Members
Redmond Planning Commissioners
15670 NE 85th Street
Redmond WA 98073

Dear Mayor Ives, Council Members, Planning Commissioners:

1 | Macerich Company would like you to consider our position on the Bear Creek Parkway Extension, File Number L030365, as all of the alternatives before you greatly impact access to Redmond Town Center, and Alternative 1 alters the original intent of the RTC Master Plan. We ask that this letter be entered into record with regard to this approval process, as an update to our previous letter included in the Supplemental Draft Impact Statement. We offer our opinions in the spirit of partnership with the City and in consideration of the overall quality of life in the City, as well as the success of downtown businesses.

2 | While each of the routes creates the benefits of bypassing traffic through downtown, they
3 | also create significant other concerns and issues. More importantly, it is our opinion that
4 | regardless of the selection of a future West connection, the **project is not a complete
5 | solution and should not be implemented until such time as the East end of Bear
6 | Creek Parkway is also resolved.** All schemes introduce arterial volumes of traffic along
Bear Creek Parkway that hinder access to Redmond Town Center and further accentuate
the evening and seasonal stacking problem on the Parkway near Parcel 7 (Red Robin
area) and Parcel 8 (Larry's Markets area). Traffic signalization would be required along
the Parkway to ensure convenient and safe ingress and egress to Redmond Town Center.
We also believe that Bear Creek Parkway, as presently designed, functions within
acceptable tolerances without widening it to five lanes. The weakness of this bypass route
is not Bear Creek Parkway as currently designed, but the existing roadway conditions at
either end, which will not handle the increased traffic. Finally, we believe that a higher
priority is to complete the street grid across the railroad tracks on 164th Street near the
Residence Inn, as it would reduce some congestion while linking Old Town to Town
Center.

7 | With all of this in mind, in the spirit of cooperation, Macerich Company would gladly
work with the City to refine Alternatives 2, 3 or 4. However, we oppose Alternative 1.

Honorable Rosemarie Ives
Redmond City Council Members
Redmond Planning Commissioners
May 7, 2004
page two

Following are our specific comments on each alternative:

8 Alternative 1 – This design through the RTC Open Space is not a viable solution with regard to public interest and the original Master Plan. It not only diverts traffic too far away from the downtown retail core, jeopardizing the economic viability of downtown, but it violates the Open Space classification for this area. It also creates an awkward entrance drive for RTC at the current Bear Creek Parkway/Leary Way intersection. Because it “dead-ends” the gateway to Redmond Town Center, it would require the extension of the current Parkway/162nd Avenue NE south of NE 74th to connect to a signalized intersection, aligning with a potential future NE 72nd Street connection to West Lake Sammamish Parkway. This is a substantial cost impact that has not been included in the cost analysis to date. This scheme also has significant public and environmental impacts, i.e. relocation of existing storm treatment ponds. It focuses on the pass-by traffic rather than the City's downtown transportation needs. It would also affect the businesses and property owners along 159th Place. In addition, we feel strongly that with the increased volumes of traffic on Bear Creek Parkway, ingress to and egress from RTC must be preserved by signalization at two and possibly three other intersections as part of the project (at 164th and/or 166th Ave. NE and at the main entry intersection for Larry's Markets and Bed, Bath & Beyond). In addition to these concerns, the RTC Open Space is currently owned by Macerich, so the conveyance of the property must be addressed.

14 Alternative 2 – This scheme, extending the Parkway from its current location, is an acceptable alternative relative to public interest, and is more consistent with the original intent of the RTC Master Plan. This scheme does skirt the protected habitat, but works well with the recently acquired County property, and has minimal impact on businesses on 159th Place. It allows Bear Creek Parkway to function as it was originally designed. This scheme does impact the Saturday Market in that the route reduces the already limited area for this function. We believe that this Alternative would need to be amended to shift the intersection closer to 162nd. Again, we believe this, or any alternative, necessitates the addition of signalized intersections on Bear Creek Parkway at 166th and/or 164th and the entrances to the Larry's Markets parcel and the Bed, Bath & Beyond parcel to preserve convenient and safe ingress/egress to Town Center.

17 Alternative 3 – Similar comments relative to Alternative 2 and does connect to downtown Redmond by adding to the grid street system. This does not address bypass traffic until the traffic has entered the one-way couplet and would not work effectively with re-establishing the two-way street system. Again, this Alternative requires attention to adding signalization along Bear Creek Parkway.

Honorable Rosemarie Ives
 Redmond City Council Members
 Redmond Planning Commissioners
 May 7, 2004
 page three

19 | Alternative 4 – This Alternative is the preferred scheme in that it incorporates the best
 of Alternatives 2 and 3. It is the best design relative to public interest, providing
 North/South connectivity in downtown by completing the grid, minimizing
 environmental impacts and minimizing impact on 159th Place NE businesses. Again, this
 20 | Alternative requires attention to adding signalization along Bear Creek Parkway, and it
 impacts the Saturday Market site, necessitating the shifting of the Leary Way
 intersection.

21 | The success of Redmond Town Center and downtown Redmond depend in large part on
 the distribution of ingress and egress points for better traffic flow. With this, and the
 overall quality of life in the City as our shared goal, **Macerich Company strongly
 encourages the City to develop a comprehensive alternative which incorporates
 elements of Alternative 4, but also addresses a completion of the bypass at the East
 end and proper signalization to ensure access to Redmond Town Center.** We know
 your goal is to provide a long-term solution for Redmond traffic patterns, and understand
 that this is only the first step in the detailed design of a bypass solution. To this end, we
 are very willing to work with you to develop a comprehensive, cost effective solution that
 benefits all impacted parties.

22 | We intend to continue to partner with the City on whatever decision works best for the
 community, Redmond Town Center, other local businesses and commuters in our City.
 Our goal is to maintain the pleasant, inviting and safe experience we have all worked to
 create at RTC and to expand that feeling into downtown Redmond.

Respectfully submitted,

MACERICH MANAGEMENT COMPANY

Richard E. Beason, Jr.
 Development Manager

Kimberly D. Campbell
 Senior Manager, Property Management

c: Judd Black
 Roberta Lewandowski
 David Rhodes
 Jim Roberts
 Kurt Seemann
 Geoffrey Thomas

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
 Sent: Friday, May 07, 2004 5:00 PM
 To: Campbell, Kirsten
 Subject: FW: Draft SEIS Bear Creek Parkway Extension - Comments

-----Original Message-----

From: Frank Anderson [mailto:FrankA@intra-corp.com]
 Sent: Friday, May 07, 2004 4:32 PM
 To: 'kseemann@redmond.gov'
 Subject: FW: Draft SEIS Bear Creek Parkway Extension - Comments

Hello Kurt

Sorry, I mis-keyed your email address.

Frank

> -----Original Message-----

> From: Frank Anderson
 > Sent: Friday, May 07, 2004 4:29 PM
 > To: 'gthomas@redmond.gov'; 'kseeman@redmond.gov'
 > Cc: Richard Wilson (E-mail)
 > Subject: Draft SEIS Bear Creek Parkway Extension - Comments

> Thank you for this opportunity to contribute written comments
 > regarding the Draft Environmental Impact Statement for inclusion in
 > your public review of the document.

> Cleveland Street Development LLC is the owner of land and buildings
 > located at 16141 Cleveland Street, Redmond, Wa. The property is
 > currently under development, with an approved Site Plan Entitlement.
 > The approximate 1/2 acre of land and buildings is most significantly
 > impacted by alternatives 3 and 4, but is also significantly impacted
 > by alternative 2. A summary of some of our observations follows:

> First, in each of alternatives 3 and 4, the extension of 161st is
 > aligned directly through the property. Alternative 4 yields an
 > undevelopable site, and would be a complete taking. Alternative 3
 > renders the current site plan undevelopable, significantly reduces the
 > development potential of the site, and renders unusable significant
 > portions of the design and engineering documents on the site. We
 > believe that the cost estimates found in Appendix D for Right of Way
 > acquisition to mitigate the loss of property are woefully low at \$40
 > psf. We believe the costs do not represent the true value of the
 > properties in question, and as such the cost estimates are inadequate.

> Second, alternative 2 also has a significant impact on the property.
 > We believe that the original intent of having the County Yards and the
 > railroad right of way integrated into an urban park is the best use
 > for that vital urban core area of Redmond. Substituting a major
 > roadway for an urban park by running the proposed alternatives
 > boulevard through the County yards and railway right-of-way devalues
 > the livability and ultimate value of the property.

> Third, we believe that intensifying the emphasis of 161st street
 > (alternatives A and B) as a major connector between the transit area
 > and the Town Center area will adversely impact the efforts of the
 > planning commission and the comprehensive plan to create a pedestrian
 > oriented ambience and "livable core" in the Old Town District of

5 | Redmond. As designed, 161st may potentially devalue the currently
planned livability of the Cleveland Street corridor by bringing even
more cross-town traffic through this neighborhood.

6 | > Fourth, we understand the project is not funded, and that City
> officials are currently divided as to when such a project should be
> built, if at all. If an alignment is selected with this SEIS, we
> understand that any properties impacted by the chosen alignment will
> be thrown into development limbo - in effect a form of taking. With
> significant capital invested in this development project, we need to
> insure that the property may be developed, or that a compensation for
> the taking, is indeed a near term reality.

> Thank you for this opportunity to comment. We are committed to
> providing quality, livable, housing in the Redmond urban core, and
> hope that your ultimate choices with this project facilitate achieving
> that goal as well.

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Friday, May 07, 2004 4:58 PM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway EIS



Bear Creek
Parkway EIS letter...

-----Original Message-----

From: Don Cairns
Sent: Friday, May 07, 2004 4:33 PM
To: Kurt Seemann
Subject: FW: Bear Creek Parkway EIS

FYI

-----Original Message-----

From: William Garing [mailto:Wrg@deainc.com]
Sent: Friday, May 07, 2004 4:23 PM
To: dcairns@redmond.gov
Subject: Bear Creek Parkway EIS

Don

Attached is the letter that I sent to Geoffrey earlier today. Sorry that I didn't get this to you right after we talked, but the phone got very busy and kept me occupied. Give me a call if we need to talk. Bill

William R. Garing, PE
David Evans and Associates
415-118th Ave. SE
Bellevue, WA 98005
phone 425.519.6587
fax 425.519.5361

GREATER REDMOND CHAMBER OF COMMERCE

May 7, 2004

Geoffrey Thomas
City of Redmond
Dept. of Planning and Community Development, MS CHPC
PO Box 97010
Redmond, WA 98073-9710

Subject: **BEAR CREEK PARKWAY EXTENSION
SUPPLEMENTAL DRAFT ENVIRONMENTAL IMPACT STATEMENT**

Dear Mr. Thomas

On behalf of the Greater Redmond Chamber of Commerce, I am providing the following comments on the subject document.

1 The Greater Redmond Chamber of Commerce has provided numerous comments and input since the inception of the City's efforts to update the Downtown Transportation Plan. We are on record in supporting the concepts of improving the connections between the various business areas within the downtown core. We support and applaud the City's efforts to purchase the Burlington Northern Santa Fe railroad right-of-way and the preservation of that corridor for future transportation purposes. Finally, after long consideration, we support the concept of converting the one-way couplet back to a two-way operation.

2 Our desire is to accomplish all of this and retain viable shopping opportunities in downtown. Completion of the Bear Creek Parkway extension project is the keystone in accomplishing many of these goals. Therefore, we took great interest in the development of the DEIS and appreciate the opportunity to provide our comments on the document.

3 Having reviewed the DEIS, the Greater Redmond Chamber of Commerce would like to go on record as supporting Alternative 4 as the preferred alternative. This position is taken on the basis that it most effectively accomplishes the goals of providing a reasonable west end connection from Redmond Way and provides the north-south connection to 161st Avenue NE. Without the connection to 161st Avenue NE, completion of Bear Creek Parkway would fail to meet the goal of providing improved connections between the business areas to the north and RedmondTown Center.

We have the following specific comments on the DEIS:

- 4
- No discussion has been included to support the termini of the project. Can the intersection of Bear Creek Parkway and 164th Avenue NE be supported as a "logical" terminus? Because one of the goals of the project is to divert some of the through traffic from Redmond Way, and Cleveland Street, the reduction from two through lanes in each direction to one in each direction does not make sense. Conversely the Redmond Way terminus seems very logical. Please include a discussion of logical termini in the Final Environmental Impact Statement.

- 5 • During major traffic periods of the year, there are numerous traffic conflicts that develop on the eastern end of existing Bear Creek Parkway. By diverting more traffic onto Bear Creek Parkway it only makes sense that these problems would become worse. The DEIS does not address the existing conditions in this area, nor does it analyze what would happen in the design year. Please address this in the Final Environmental Impact Statement for the project.
- 6 • Because one of the goals for the project is to allow for the efficient conversion of the existing one-way couplet to two-way operation, one might expect that there would be discussion of the impacts of doing so. However, the DEIS fails to even mention that there might be impacts. What becomes of existing businesses that have been oriented to the current one-way operation? What mitigation options are available to businesses that close their doors because they no longer are viable due to the change in traffic patterns? Has any consideration been given to how this area might be redeveloped, and whether this makes for a more viable downtown? Please address this issue in the Final Environmental Impact Statement.
- 7 • Existing businesses are displaced under all alternatives. This is a concern to the Chamber, however, it is noted that there is an opportunity for redevelopment in these business areas. There is no real discussion about how the impacts to displaced businesses are to be mitigated. Should these businesses elect to relocate elsewhere in the downtown area, is there available land with the appropriate zoning to allow them to move? What are the advantages/disadvantages of changing the character of these business areas? Is there a negative impact to sales tax receipts for the City resulting from a loss/change of business types?
- 8 • Frequently the most congested traffic period of the day is mid-day, and yet the DEIS only uses a PM peak period to analyze traffic congestion. No supporting data is presented to confirm that any PM period represents the highest volumes of the day. Further, there is no mention of the actual hour that is used in the analysis. Please present 24-hour counts that will help to identify the peak periods and provide justification of using the PM period. Also, identify which one-hour period is considered to be the highest hour.
- 9 • Thank you for the opportunity to comment on the draft Environmental Impact Statement. The Chamber looks forward to continuing to help the City craft the final solution for the Bear Creek Parkway Extension project. Should you have any questions or wish to have a discussion, please do not hesitate to contact me.

Sincerely,

William R. Garing, PE
Chair, Greater Redmond Chamber of Commerce Board of Trustees

25

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Friday, May 07, 2004 3:56 PM
To: Campbell, Kirsten
Subject: FW: Comment Letter on the Bear Creek Parkway Extension SDEIS

-----Original Message-----

From: EMiller@ci.bellevue.wa.us [mailto:EMiller@ci.bellevue.wa.us]
Sent: Friday, May 07, 2004 3:47 PM
To: rlewandowski@redmond.gov
Cc: kseemann@redmond.gov; CHelland@ci.bellevue.wa.us; KLiljeblad@ci.bellevue.wa.us
Subject: Comment Letter on the Bear Creek Parkway Extension SDEIS

Ms. Lewandowski,

Please include the attached comment letter in your consideration of the Bear Creek Parkway Extension Supplemental Draft Environmental Impact Statement. I will send a signed hardcopy via U.S. Mail.

<<BearCreekPkwyExtSDEIScomment5-7-04.doc>>

Thank you,

Eric Miller
Capital Programming Manager
City of Bellevue, Transportation Dept.
425-452-6146

5/10/2004

**City of
Bellevue**

Post Office Box 90012 • Bellevue, Washington • 98009 9012

May 7, 2004

Roberta Lewandowski, Planning Director
City of Redmond Department of
Planning and Community Development
15670 NE 85th Street
P.O. Box 97010
Redmond, WA 98073-9710



RE: Supplemental Draft Environmental Impact Statement on the Bear Creek Parkway Extension
File No. L030365

Dear Ms. Lewandowski:

1 On September 30, 1999, the city councils of Bellevue and Redmond signed "An Interlocal Agreement Between the Cities of Bellevue and Redmond Regarding Land Use Planning and the Funding and Construction of Transportation Improvements in the Bel-Red/Overlake Transportation Study (BROTS) Area". This agreement was the culmination of a study of land use and transportation in the Overlake area that began in 1995. A set of 45 Bellevue, Redmond and Joint transportation projects was identified in the agreement to help ensure mobility in the BROTS study area, in support of targeted amounts of land use growth through 2012 in each city's portion of the study area.

2 One or more of the constructed or planned BROTS projects identified in the interlocal agreement may be impacted by one or more of the four build alternatives for the Bear Creek Parkway Extension. Specific BROTS projects which may be impacted include RED-BROTS-086 West Lake Sammamish Parkway NE/Leary Way and RED-BROTS-039.1 West Lake Sammamish Parkway NE/Town Center Bridge. Will the geometry, functionality or constructibility of these or any other BROTS projects be impacted or precluded by the implementation of any of the Bear Creek Parkway Extension build alternatives?

3 I encourage the City of Redmond to select an alternative for the Bear Creek Parkway Extension proposal that is compatible with projects listed in the BROTS Interlocal Agreement now or as hereafter amended.

Thank you for the opportunity to review and comment on this proposal. If you have any questions I can be reached at 425-452-6146.

Sincerely,

Eric Miller
Capital Programming Manager
City of Bellevue, Transportation Dept.

Cc: Carol Helland, City of Bellevue Environmental Coordinator

Transportation Department • Planning and Programming • (425) 452-2864 • Fax (425) 452-2817
Leavitt Building • 301 - 116th Avenue SE • Suite 100 • Bellevue, WA 98004

26

Campbell, Kirsten

From: Kurt Seemann [KSEEMANN@REDMOND.GOV]
Sent: Monday, May 10, 2004 11:34 AM
To: Campbell, Kirsten
Subject: FW: Bear Creek Parkway Extension

-----Original Message-----

From: Geoffrey Thomas
Sent: Monday, May 10, 2004 11:23 AM
To: Kurt Seemann
Subject: FW: Bear Creek Parkway Extension

Another comment...

-----Original Message-----

From: David Rossiter [mailto:david@cascadia-systems.com]
Sent: Sunday, May 09, 2004 7:35 PM
To: gthomas@redmond.gov
Subject: Bear Creek Parkway Extension

Greetings,

1
2
3 I attended the 4/19/2004 Public Open House on this project. I strongly prefer Alternative 2. The worst option is Alternative 1 that cuts through the RTC open space. Alternative 4 would also be acceptable, though I question the need to spend another \$8 million for the north-south spur, especially if it is mainly desired for buses. The few minutes saved on a bus ride don't seem that significant.

Thanks for keeping us informed and engaged.

Best regards, David

David Rossiter
Principal Consultant/CEO
Cascadia Systems, Inc.
Redmond, WA USA
Office: (425) 890-8815
Fax: (425) 952-0226
E-mail: david@cascadia-systems.com

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5/10/2004



STATE OF WASHINGTON

Office of Archaeology and Historic Preservation

1063 S. Capitol Way, Suite 106 • Olympia, Washington 98501
(Mailing Address) PO Box 48343 • Olympia, Washington 98504-8343
(360) 586-3085 Fax Number (360) 586-3067

April 30, 2004

Ms. Roberta Lewandowski
Planning Director
City of Redmond
15670 NE 85th Street
Redmond, WA 98052

RECEIVED

MAY 05 2004

PLANNING DEPT.
CITY OF REDMOND

In future correspondence please refer to:

Log: 043004-16-KI

Re: Bear Creek Parkway Expansion SDEIS L030365

Dear Ms. Lewandowski:

1 We have reviewed the materials forwarded to our office for the proposed project referenced above. As noted in the SDEIS, there is at least one archaeological site in the project area. We concur that this site will need to be surveyed, tested, and avoidance or mitigation measures planned prior to project commencement. Testing for significance will require a permit from this office per RCW 27.53.060 and WAC 25-48. There is a 30-day comment period for the affected Tribes and other interested parties during the archaeological permit application, so we recommend you allow a 45-60 day window for obtaining your archaeological excavation permit.

2 In addition, because we have no record of the project area having been surveyed for archaeological resources, the chosen alternative project area will need to be surveyed for archaeological sites prior to any ground disturbing activities under both SEPA and Section 106. We also recommend consultation with the concerned tribes cultural committees and staff regarding cultural resource issues. Should you have any questions about the archaeological excavation permit process, please do not hesitate to call me at (360) 586-3083. If the project area has been surveyed for archaeological resources, please send us a copy of the survey report.

3 In addition to archaeological issues, a historic property inventory form should be submitted to our office for all properties over 45 years of age immediately adjacent to the final alternative corridor chosen for the project.

4 As noted in the SDEIS, if federal funds or permits are involved Section 106 of the National Historic Preservation Act, as amended, and its implementing regulations, 36CFR800, must be followed. When the Section 106 process commences, OAHP will need to review a map and description of the Area of Potential Effect (APE) for the project when the final design alternative is chosen. If you have any questions about the Section 106 process, please do not hesitate to contact Dr. Rob Whitlam of our office, at (360) 586-3080.

Ms. Roberta Lewandowski
Planning Director
City of Redmond
15670 NE 85th Street
Redmond, WA 98052
Page 2

5 | These comments are based on the information available at the time of this review and on behalf of the State Historic Preservation Officer. Should additional information become available, our assessment may be revised. Thank you for the opportunity to comment on this project and we look forward to receiving the survey report and inventory forms.

Sincerely,



Stephenie Kramer
Assistant State Archaeologist
(360) 586-3083
StephenieK@cted.wa.gov

cc: Hank Gobin
Donna Hogerhuis
Kellie Kvasnikoff

**CITY OF REDMOND
OPEN HOUSE
BEAR CREEK PARKWAY EXTENSION PROJECT
April 19, 2004**

PURPOSE: Highlight results gathered from technical analysis of the five alternatives under study in the Draft Supplemental Environmental Impact Statement (DEIS)

28 Prior to the beginning of the meeting, two individuals expressed their opinions.

1 2 29 1 Laurie A. D'Alessandro, Director, Real Estate & Property Management, Time Oil Co., 2737 W. Commodore Way, Seattle 98199, said the company owns property at 7725-159th Place NE, Redmond. They have worked hard to get the property in an environmentally sound condition to sell. It was under contract for sale to Legacy Partners for over \$800,000. Escrow was supposed to close by March 31, 2004, but did not due to the uncertainty of the outcome of the Bear Creek Parkway Extension Project. Under the various alternatives, the project would take a significant portion if not condemn all of Time Oil's property. Only Alternative 3 does not affect the property. There are other parties interested in purchasing the property subject to the outcome of Bear Creek Parkway Extension Project decision. That is putting Time Oil in a difficult position, because their hands are tied for any future use or sale of the property until a firm decision is made. They hope the Council recognizes the fair market value of the properties, and how the lengthy time it is taking to make the decision adversely affects property owners and their ability to have the properties developed for a higher and better use.

Kris Colt, member of the Redmond Trails Commission, spoke in favor of Alternative 2 or Alternative 4 – Alternative 2 because it has the least impact on the Burlington Northern Trail that the City will hopefully acquire; Alternative 4 allows better vehicle traffic as long as it slows down so trail users can safely cross, especially young children.

WELCOME/OVERVIEW OF PROJECT

The meeting was opened by Mayor Rosemarie Ives at 7:10 p.m. She said this workshop represents the next stage in refining future mobility for Downtown Redmond, and we are asking people to think about what they want for the future of Redmond, the needs of the future and how to do that in the most responsible way for our city. She said the City Council feels strongly that it wants to continue to look at Bear Creek Parkway and study scenarios for the corridor.

BACKGROUND INFORMATION/CURRENT CONDITIONS/ENVIRONMENTAL PROCESS

Kurt Seemann, Project Manager, said this work comes out of work for the Downtown Transportation Master Plan that concluded about two years ago. At that time, people wanted a connected downtown and a place for pedestrians. As a first step, Council directed staff to look at connecting Bear Creek Parkway on the west end at Redmond Town Center (RTC) and the

Workshop Tavern. When staff initially talked to the Council, we thought the project would be fairly straightforward, but as we got into it more it was apparent it was a very complicated issue. At that point, staff proposed a Supplemental Environmental Impact Statement (EIS) process that gave us a chance to look at the additional environmental, traffic and other impacts, and hear from the public. The Draft EIS has been issued, and the comment period will continue until May 7. At the end of the comment period staff will pull all of the information together, evaluate it and meet with Council to begin the work on selecting a Preferred Alternative.

Chris Wellander, Project Manager Parsons Brinckerhoff, introduced the Project Team – Kirsten Campbell, environmental lead; Toni Lowe, traffic analysis; Bill Leider, civil engineer; Don Norman, wildlife consultant; and public involvement consultants Rebecca Baker and Jane Smith. Mr. Wellander showed slides illustrating the alternatives, the work that has been done, and future direction.

PROJECT ALTERNATIVES

Mr. Wellander outlined the main points of each of the alternatives, and described what was found out during the analysis:

- No Action
- No extension of Bear Creek Parkway
- No direct environmental impacts
- Inconsistent with the city's transportation plans
- Eventual deterioration of traffic circulation through and around the downtown
- Does not contribute to the downtown becoming more "people friendly"
- Does not facilitate improved transit connections

Alternative 1

- Follows a southern alignment; connects to and widens 159th Place NE
- Impacts Redmond Town Center open space and trail
- Stays furthest away from heron rookery
- Improves traffic circulation
- Negatively impacts parking and non-motorized transportation
- Requires widening of Leary Way Bridge
- Estimated cost - \$30 million

Alternative 2

- Follows an alignment parallel to Burlington Northern/Santa Fe Railroad
- Would require widening Leary Way
- Adjacent to northern perimeter of heron rookery
- Involves loss of some large trees and business displacements
- Improves traffic circulation – provides an additional east-west connection
- Estimated cost \$27 million

Alternative 3

- Follows north-south alignment connecting to 161st Avenue NE
- Requires widening of Leary Way to provide appropriate turn channel
- Adjacent to a corner of the heron rookery
- Involves loss of some large trees
- Provides more direct transit connection between SR-520 and downtown park and ride
- Shows least benefit to downtown traffic circulation
- Lowest cost alternative - \$25 million

Alternative 4

- Combination of Alternatives 2 & 3 – includes both east-west and north-south alignments
- Follows the northern perimeter of heron rookery
- Involves loss of some large trees and business displacements
- Provides more direct transit connection between SR-520 and downtown park and ride
- Most benefit to traffic circulation
- Highest cost alternative - \$35 million

Mr. Seemann said additional information is available on the City's website at <http://www.redmond.gov>

COMMENTS/QUESTIONS FROM THE AUDIENCE

- *How does Alternative 3 or Alternative 4 improve transit connections?*
Mr. Seemann said the document compares travel times from the downtown park to SR-520 ramps, and would save about 3-5 minutes.
- *Does the price include right-of-way purchase?*
Mr. Seemann answered yes, but at this level we haven't done a lot of detailed design. The rule of thumb is about \$40 per square foot. As we select the Preferred Alternative we will have better costs.
- *Is it possible to phase Alternatives 2 and 3?*
Mr. Seemann said the projects are very expensive. There might opportunities to phase these projects, but we haven't looked at that at this point. There are two questions for the community and the Council regarding the Parkway – is this the right project to do as an important first step in implementing the Downtown Plan? If the answer is yes, then the second question is which of the routes is the best alternative.
- *What about the other end of Bear Creek Parkway?*
Mr. Seemann said that is in the area of Bank of America. He explained that we started on this end because Council asked us to look there first. The reasoning is that there are no connections to the north at the end of Bear Creek Parkway, so

starting at this end makes sense. Bear Creek Parkway connects to Redmond Way, and how well it does that has to be looked at as a next step.

- *There was a question about travel times.*

Mr. Wellander said travel time is projected as part of the analysis for the alternatives and shows that Alternatives 1, 2 and 4 improve east-west and north-south. For Alternative 3 the change is only a few minutes per trip, and the question is whether it is worth saving that amount of time. If you multiply by the number of vehicles per day, over a few years it starts to add up. We haven't done that at this point.

- *How confident are you about the accuracy of travel time projections? If you build something it will fill up with traffic.*

Mr. Wellander said the information is useful, but when you look at the future the best you can do is identify a range and do a comparison between the alternatives. It's true that building it means it will fill it up, but there is limited capacity in trying to change the nature of the downtown, and if we don't do it there will be severe levels of congestion fairly soon. If it is implemented, there will be a higher capacity facility that people will have a choice of taking to get around the downtown.

- *There was a wildlife study for the heron rookery. Why wasn't one done for the Redmond Town Center Open Space?*

Mr. Wellander said wildlife activity was taken into account, but not in as detailed a manner as the heron rookery, because it was known from the outset that the heron rookery was a big concern, and the alternatives were altered because of that. We weren't scoped to do a wildlife study, and we felt it wasn't necessary to know the impact to the wildlife that uses that area.

Kirsten Campbell, environmental lead, added that at this level we didn't do the detailed kind of survey that was done for the Open Space area. We acknowledge there is habitat there for a number of species. Once a Preferred Alternative is selected we will be doing a full Biological Assessment. As part of Alternative 1, which does affect the ponds, we are trying to look at ways to make those ponds more attractive to wildlife in the mitigation. Don Norman, wetland consultant has suggested ways to change the slopes of the ponds to make them more accessible to different species.

- *Did you look at future development that might be in the planning stages. In the 159th Place NE area there are several high-rise condominiums being planned.*

Mr. Wellander said in terms of development and future traffic volumes, it was done with a traffic model that uses future land use and looks at how much traffic would be generated.

- *If the development is going to occur anyway, and generate this amount of traffic, would these alternatives help accommodate that traffic?*

Mr. Wellander said yes, development is going to occur. The "No Action" does show higher levels of congestion and slower traffic speeds.

- *The typical cross section doesn't show any bike lanes on either side, but there are SR-520 bike lanes.*

Mr. Wellander said the cross section doesn't show that, and we did not assume there would be bike lanes. At this point, because there were parallel facilities, particularly the Burlington-Northern right-of-way, we didn't assume there would be bike lanes on this new piece of Bear Creek Parkway.

- *What are the rules of compensation for the adjacent property owners that would be severely impacted?*

Mr. Seemann said he would defer to Debby Wilson, the City's Real Property Manager, the person who could best answer questions about compensation for property owners. He encouraged anyone who is potentially an affected property owner to contact her.

- (could not hear the question)

A big part of what we did on the Downtown Transportation Master Plan was to create a more pedestrian-friendly downtown. This project was one of the projects on the list to start implementation of the Plan, and the Council selected it as the most important. The urgency is open for debate relative to other projects in the City. He encouraged people to share those kinds of comments with us and with the Council. He said we are working on the Citywide Transportation Master Plan, an attempt to look at all the transportation projects throughout the City and prioritize them to agree on the most important places to spend our transportation dollars.

- *I disagree that any of the alternatives other than the "No Action" alternative are consistent with the Downtown Transportation Plan. The desire is to have pedestrian-friendly, healthy, prosperous downtown. When the transportation analysis was done, were any assumptions included about the completion of SR-520/SR-202?*

Mr. Wellander said we did the transportation analysis for a 20-year future horizon, and it was assumed the Nickel Package Improvements would be in place, which included widening SR-520 between West Lake Sammamish Parkway and SR-202 by two lanes. It also included improvements to the SR-202 interchange, with a flyover ramp to westbound SR-520.

- *Is the \$40 per square foot for right-of-way acquisition just for land, and not improvements?*

Mr. Seemann said at this level it was an order of magnitude estimate so that we had some dollar value there for right-of-way. He didn't know if it included actual impacts to businesses. He encouraged the speaker to contact Debby Wilson.

- *What kind of impact to the City Budget is \$35 million?*

Mr. Seemann said there is a transportation budget, but he wasn't familiar with all the numbers. The City has allocated a large sum of money to transportation improvements, but we are asking for direction from the community on the amount.

Rebecca Baker encouraged people to wished to comment after the open house to leave their name and address so staff can contact them to provide that information.

WE WANT TO HEAR FROM YOU

Bill Blackburn preferred Alternative 4, phased in at least two phases, to spread the cost around. He said if we are going to build the kind of downtown people say we want, we have to have a relief valve for the traffic that is there now – something that goes around downtown, like the Bear Creek Parkway Extension, or something else. The two are connected. What is the cost of lost businesses and lost business if nothing is done to make access to downtown easier for our citizens and others?

Duane Nakano, 7250 Old Redmond Road #133, Redmond, said he has lived in Redmond since 1989, and attended workshops a couple of years ago. He said he has come around 180 degrees, because in the workshop most of the participants were told to assume nothing improved on SR-520 as it goes over Sammamish River to the east where it connects with Avondale Road. Many people thought we needed to make a faster arterial to skirt downtown Redmond in order to make it a more walkable place to spend time. Now the state is going to improve capacity, and that negates a lot of the reason he supported widening improvements. The primary reason is that any improvement in Alternatives 1 through 4 have the negative impact of making a mini-freeway through Redmond in order to give residents and non-residents a faster way to go through our downtown or skirt around it. The improvement in travel times east-west through Redmond of one or two minutes in each direction compared to the "No Build" alternative is so insignificant the \$35 million would be better spent doing other projects in Redmond that have more "bang for buck", including improving north-south connections across the Burlington-Northern right-of-way, and changing the current one-way streets to two-way, which is already in the Transportation Plan. We don't need the Bear Creek Parkway Extension before we change the couplets; those changes should come first so we can see how they impact travel times, and then come back to the Extension. Also, give also give the state time to do their SR-520 project between the Sammamish River and Avondale Road. We need more non-theoretical changes so we can hypothesize rather than all the assumptions for a fairly expensive project that might not have any long-term benefit.

(speaker did not give her name) favored the "No Build" alternative because of environmental impacts. She was concerned that the more we build the more future development we will have. Building the extension won't solve the transportation problems; the only thing that will is changing people's habits of transportation. She supported carpooling, the proposed monorail and

1 public transportation. In talking with a Councilmember tonight, she learned that the Council and Mayor are using public transportation – they are practicing what they preach, and are setting good examples and sacrificing their convenience for the sake of the environment. The Councilmember said each person can make a difference. They said it would cost \$25,000 to build a shelter at a bus stop, compared to millions for road improvements, and by the time we get around to building the improvements the cost will have increased. She would like to “soft pedal” it, and if we do it, use a phased approach – east-west first, then north-south, not full bore ahead with any of the alternatives.

2 In summary, she would prefer the “No Build” alternative, but to be realistic, we will probably do something; we should just do less. It was said that if we do a phased approach and not widen the area right away maybe people will think it is enough and we won’t have to do so much. She was pessimistic about how we are trying to have it both ways – we want our environment and our convenience.

33
1 Lisa Tracy, 16415 NE 107th Place, Redmond, was concerned that for a savings of 3-5 minutes commute time, even if it is multiplied exponentially \$35 million is expensive. The reality is that whatever we build will be full in 5-7 years – we have to find other solutions. She commented on each of the alternatives.

- Alternative 1

2 Ms. Tracy was concerned that the presentation avoided the impact on businesses. It discusses parking, but the reality is that if a business has no parking lot they can’t be a business by City Code, and you are being unfair to the public when you choose to omit that. A comment was made on the “No Action” alternative that it doesn’t contribute to the downtown becoming people-friendly, yet if you do nothing, all the people who currently use the open space will continue to use it.

3 Alternative 1 also includes an expense to move the drainage ponds. If you wanted us to consider the fact that you were going to move them, and there would be impacts to wildlife, the responsible thing would be to include that information in the presentation so people could make an accurate judgment. The cost is not just in monetary dollars, it is also a cost to the environment.

4 The presentation didn’t clarify how many businesses would be impacted. The reality is that 99% of the businesses that are displaced cannot afford to move within Redmond city limits. She was opposed to displacing businesses for a public gain that hasn’t been proven to have value as yet. If we offered enough money for them to re-establish their business somewhere else in the City or a trade of land, that would be different. It is our responsibility to be fair with everyone who lives and owns in Redmond.

- Alternative 2

5 | This alternative preserves a majority of businesses on 159th Place NE, but impacts Saturday Market, and noise levels at the School District building, Workshop Tavern and the car businesses. Is it possible to move the new junction to the west to give the Workshop the clearance currently proposed for the School District Building? It would afford Saturday Market and the Workshop Tavern its space and maintain its business. It would also preserve more trees.

- Alternative 3

6 | Ms. Tracy requested the same western movement of intersection to preserve all of the businesses where possible and the Saturday Market space. She said the Gossard Lumber space is probably happy to sell, and the B&B Complex might also be willing to sell, because he would still have the ability to divide his property, raise the rent and still make a profit. It would provide a connection to the park & ride lot, but she didn't see how it would improve traffic flow off of Bear Creek Parkway to dump it into middle of downtown Redmond.

7 | She said if Alternatives 2 and 3 are bad, Alternative 4 is worse, because the traffic problems are compounded by dumping it into the downtown, when people could currently go to the end of Leary Way and bypass all of Redmond. If they don't choose to do that, taking them out on to 159th Place NE at an angled intersection, which everyone says is bad, won't solve anything either. All the traffic would be on a narrow bridge that is currently not pedestrian friendly, and would only increase its undesirable nature.

8 | In conclusion, Ms. Tracy said she was still unclear as to why the Council has directed this end of Bear Creek for its first development. It would seem that the east end currently has a bigger problem, and needs our money and attention more. Whatever road you choose will only cost more money later, and you seem determined to do something, whether the community thinks we need it or not. She said she would propose straightening out Alternative 3 somewhat, and save all the businesses and open space and trees possible.

ADJOURNMENT

The meeting adjourned at 8:50 PM.